



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

September 2014

Picture of the Month



This photograph of Wonder Lake was taken by 9-year-old Charles Hardesty on his Young Eagles flight with Walt Weidig during the rally at Galt Airport on Saturday, August 9th.

Eighty-Year-Old Stunt Pilot?

By Bill Laskey

I'm not quite sure of the year but I was in my early 80's when I purchased a Baby Great Lakes biplane from a gentleman who had built it in his garage. I did not have a taildragger sign-off at the time so I started to acquire one with the idea that I was going to be some kind of eighty-year-old stunt pilot.

I got the taildragger endorsement and decided to take a course in stunt flying in a big Great Lakes, thinking that whatever I learned flying the big Great Lakes would easily transfer to my airplane.

I enrolled in a course at Chandler Airport in Arizona and I arrived at the airport to begin my lessons. I was introduced immediately to the big

Great Lakes which looked similar to a Stearman except it had a Lycoming O-360 engine instead of a Continental radial engine.

Pre-flighting was my responsibility, which meant the usual checking oil levels, etc., plus looking for the possibility of things falling off the plane from the stress of aerobatics. I then donned a parachute and climbed into the rear cockpit. With a parachute attached, it was like trying to stuff a fifteen pound bag of sand into a five pound opening.

Trying to fasten the safety harness was an exceedingly difficult job in the small, cramped cockpit and it needed to be very tight for aerobatics. This was an almost

Continued on page 2.

Editor's Note

The Galt community is a generous, animal-loving group of people, and dogs are frequently seen around the airport. Some dogs just hang out in hangars, but many pilots also take their dogs on their flying adventures. So it made sense that eventually somebody would come up with an idea to create an event that would combine our love of dogs with our passion for flying.

On **Saturday, September 13th** the **Planes & Puppies** event at Galt Airport will feature free airplane rides for children aged 8 to 17 (Young Eagles) and in addition we will be fundraising for the **Huntley Animal House Shelter**

www.animalhouseshelter.com

Staff and volunteers from the shelter will be at the airport with a selection of adorable dogs who are looking for homes.

Also on that day we encourage everyone to bring their own dogs to the airport.

AHS is a non-profit, no-kill shelter for all breeds of cats and dogs. They rehabilitate abused, neglected and abandoned pets, match them with prospective adopters and place them in loving homes. Since they were founded in 2002, over 23,000 pets have been adopted from AHS.

We hope to have a great turnout of both Young Eagles and dogs so spread the word and ask your friends and family to join us at Galt for what promises to be a fun and worthwhile event. We will need plenty of volunteers, so if you are willing to help out please let me or Ed Brown know. Our contact information is on the back page of the newsletter.

Beth Rehm, Editor

Continued from page 1.



Bill preflights the Great Lakes 2T at Chandler Airport.

impossible task as I learned later. While flying upside down I found the harness definitely wasn't tight enough!

Chandler had two parallel runways; the choice of which was dictated by the wind direction, as usual. But at this airport, each runway had a separate controller. We got the okay to takeoff and if you have ever flown a taildragger you know that due to the angle of the plane on the ground, you cannot see anything directly ahead of you. It's just full throttle, push forward on the stick to get the tail off the ground and yank it into the air. You can look sideways to make sure you are keeping the same distance between the plane and the edge of the runway, but my instructor failed to mention that.

We managed to get into the air in a reasonable fashion and headed to a nearby Indian reservation over which it was apparently alright to do aerobatic maneuvers. I was thinking, "How do the Indians feel about this, haven't we already done enough to them"? Surely the noise and the possibility of having a plane crashing on their property must have occurred to them? But apparently, the flight school had permission to do this; I never asked.

I was introduced right away to the easiest of aerobatics exercises; rolls and spins under the careful guidance of the instructor. He would

first describe and demonstrate the maneuver and then it would be my turn to try them. To say that I was thrilled to be able to successfully complete those maneuvers would be a colossal understatement. It was truly exhilarating.

I continued the lessons for the rest of the week, flying upside down and practicing loops, etc. My most favorite maneuver was the "hammerhead turn" in which you go straight up, pivot the plane 180 degrees and head straight down then haul back on the stick as though your life depended upon it – which it certainly does – and level off.

On the last day of my lessons someone decided I needed to practice landings. Landing a taildragger is not easy because the poor forward visibility means you can't see the runway during final approach. It also was late afternoon and we were landing to the West with the sun in my eyes and a 20mph crosswind. There was a helicopter practicing landings on the other runway, both controllers were talking and they both sounded like my instructor who was also talking. However, I did manage one quite successful landing but informed the instructor that I wasn't going to do any more. So that ended my week of aerobatic instruction.

I still had to try everything I had learned with the Baby Lakes and chose a day when the winds were light. I informed one of my tail dragger instructors that I was going to try to fly the little plane. He promised to be there for support but I

waited and waited and he didn't come (I found out later that he had been delayed by a student). Since the winds were light (almost non-existent) I decided to give it a try. I lined up to takeoff to the East and gave it full throttle. Unfortunately, there was a tailwheel lock which did not fully catch so it was castoring and caused the plane to veer excessively from side to side, taking out a runway light. I did get a few feet off the ground but decided that things weren't going to work out and put the plane down running into some foliage and damaging the wing. After that I came to my senses and realized that I just didn't have the skills to become some kind of hotshot 80-year-old stunt pilot so I had the plane repaired and sold it.

The gentleman who bought it emailed me later to tell me that while he was flying it, the carburetor which had a problem with the bowl not filling properly, had caused the engine to quit in-flight and he had to dead-stick in. That's something I'm sure I wouldn't have been able to do with the operative word being DEAD-stick.

One time while I was taxiing the Baby Lakes around the airport, a weld on one of the rudder pedals had come apart. It just goes to show the risk you take when you purchase a homebuilt made by someone else. No matter how well built it appears to be, there could still be many hidden mechanical problems.

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Professional Opinions

By Captain Jean Forni, EAA Chapter 932 Treasurer

When it came time to renew my CFI this year, I went on line to find the good old Jeppesen CFI Renewal Course I have taken in the past. I had trouble finding it, and after my five second attention span limit for finding things on the Internet expired, I decided just to call Jepp and ask.

Much to my dismay, the nice person on the other end of the phone line told me they no longer offer the CFI Renewal Course, and that they sold it to AOPA.

Even though I've had my differences with AOPA over the years (do they really need to waste money harassing me about renewing eight months prior to my expiration date?), I know deep in my heart they are a good organization so I decided to give them a try.

The online course was outstanding and covered a wide variety of topics. What I found most interesting though, was the link with AOPA Air Safety Foundation. I always kinda knew they were there. In fact, we buy their awesome airplane Christmas Cards every year, but that was about all I really knew about them.

I now know they are a wealth of pertinent, educational, and entertaining information. My five second Internet attention span spread to hours as I explored their web site.

The Air Safety Institute is a non-profit, tax exempt organization

promoting safety and pilot proficiency in general aviation through quality training, education, research, analysis and dissemination of information. If you go to their web site: <http://www.aopa.org/Pilot-Resources/Air-Safety-Institute.aspx> you will find links to locate Safety Events, download their Seminar Presentations, review accident data, read Safety Publications, and, my favorite, take ASI's award winning online courses, accident case studies, safety quizzes and videos.

Here's a quick rundown of what

Flying Quiz. It was ten challenging questions. You'll have to ask me in person if I passed!

3) 19 Safety Videos: Takeoffs and Landings, Runway Safety, Surviving An Accident, and Midair Collisions.

4) 27 Webinars with everything from Thunderstorms, Cockpit Weather Displays, Cold Weather Ops, Aircraft Purchasing, Aircraft Ownership, FAA Enforcement, and Flying to Mexico.

5) 9 Accident Case Studies: Be like the airlines and study actual incidents. Follow the chain of events, see where the breakdowns were, learn from it and don't let it happen to you.

6) 21 Real Pilot Stories: Underwater Escape, Engine Failure in IMC, Trapped On Top, and my favorite, Snake on a Plane!

7) 15 Ask ATC: Find out what it is like from the other side of the

microphone. What makes their life easier (hence making your life easier—kind of like being married)?

Taking these courses will not only enhance your piloting skills, but you can also get credit by completing some of these ASI courses, quizzes, webinars, etc. Successful completion of items marked with the ASI logo qualifies toward AOPA Accident Forgiveness and the FAA WINGS program.

With all these different topics to choose from, there truly is something for everyone. Take a look and see what you can find.





Learn Online
Take ASI's award-winning online courses, accident case studies, safety quizzes, and videos.



Attend a Safety Event
Join us at an upcoming live seminar, ATC facility tour, AOPA regional event, and more.

Donate to the AOPA Foundation Today!

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 ☐ \$50
 ☐ \$75
 ☐ \$100
 ☐ \$250
 ☐ \$500
 Other

DONATE NOW

What's New
Storm Week
Review the Air Safety Institute's Storm Week resources

they offer:

1) 36 Online Courses: VFR, IFR, Weather, ADS-B, Unmanned Aircraft and the National Airspace, Security, Aeronautical Decision Making, Aging Gracefully (maybe I better look at that one), eAPIS, Aircraft Systems, Pinch Hitter Course, Mountain Flying (I did this one before we flew to Yellowstone).

2) 66 Safety Quizzes: VFR, IFR, Icing, Density Altitude, Flight Review, Aerodynamics, Airport Operations, ATC, FAR's, Fuel Awareness, Mountain Flying, Stall and Spins, and Complex Aircraft. Most of these are about 10 minutes long. Just for fun I tried the Spring

Learning to Fly at 69

The importance of preflight inspections

By Ed Moricoli, Student Pilot

In this month's chapter of "Learning to Fly" I decided to write about the topic of safety. From the first time I stepped into a general aviation aircraft, and all throughout my flight training, safety has been drilled into my brain and it will always be my first priority.

During one of the winter Chapter 932 meetings Bruce Schottland and I talked about becoming an FAA Wings Safety Representative so that the chapter had a Rep for the annual Wings safety seminars at Galt.

After much thought I decided to apply for this volunteer role, even though I was still learning to fly. Basically my job is to assist in setting up seminars for FAA Wings presentations. I had to go through some training and I must attend quarterly meetings with other reps from around our area. As you can guess the main topics we discuss are safety and the various seminars regarding safety that are being held almost weekly in our area.

I happened to go to a program at Lake in The Hills (hosted by EAA Chapter 790) and the topic of the presentation was Advanced Preflight Planning. The program discussed several incidents that were investigated by the FAA involving missed preflight/checklist items.

There were two incidents that stuck in my mind. The first was about a commercial Beechcraft 1900 out in California that was flown with one of its two elevator trim tabs missing following a maintenance event. During the flight the crew noticed the aircraft was not operating correctly but they were able to complete the flight safely. After landing the problem was discovered by an individual who observed the aircraft



This is not the aircraft from the incident but another Beechcraft 1900 that illustrates the height of the tail. Remember to look up during preflight!

on the ramp. The aircraft's vertical stabilizer and elevators were of the kind that was above the fuselage (t-tail). The crew member doing the preflight had not noticed the missing trim tab when he did his walk around before the flight.

The other incident was an aircraft that had a power failure during takeoff at Aurora, IL (ARR) but was able to land immediately on the runway. [Lucky for him that Aurora has two fairly long runways; 6,500 and 5,000 feet]. No one was injured.

The pilot advised the FAA inspectors that he had flown in to pick up another pilot and made a "hasty departure." The FAA found that the twin engine aircraft was flown in on the left fuel tank and it was still on the left fuel tank when the plane ran out of fuel on takeoff! The pilot also explained that he and the passenger were distracted by discussing the new glass panel that had just been installed and he neglected to switch to the fullest tank for takeoff as directed by the checklist.

Soon after this safety seminar I was working the ramp for the Galt Barnstormers fly-in and I paid close attention to those aircraft that were parked on the ramp for a considerable time. What I looked for

was how many pilots performed a preflight inspection of the aircraft before they taxied to takeoff.

To my surprise there were a few who did not bother to inspect the aircraft. There were some that did a very quick inspection and then there were the ones that did a thorough inspection. During my time on the ramp that day I found two screws lying on the ground! To this day I often wonder if those departing pilots went through their checklists before takeoff!

The purpose of this article is not to judge anyone but just to call attention to flying safely and the importance of taking the time to do a proper preflight inspection and following your aircraft's checklist before departure.

Don't be in too much of a hurry to follow the proper procedures or take for granted that everything is fine, when it would only take a few extra minutes to *check* that everything is working correctly and make sure you get to your destination safely.

Galt airport has held a Wings Safety Seminar for the last three years. I would appreciate any topic suggestions you have for a Wings program for next year, please e-mail me at linejudge88@att.net.

Galt Airport

September 13th 10am-2pm

-  **Free Plane Rides**
sponsored by EAA
Ch. 932 (8-17yrs)

-  Meet adorable
adoptable dogs



Photo by: Cindy Romano

EAA Young Eagles Rally



ANIMAL HOUSE SHELTER



FREE Airplane Rides for ages 8-17yrs

Please bring a donation for the Animal House Shelter

To see the full list of their needs please visit animalhouseshelter.com



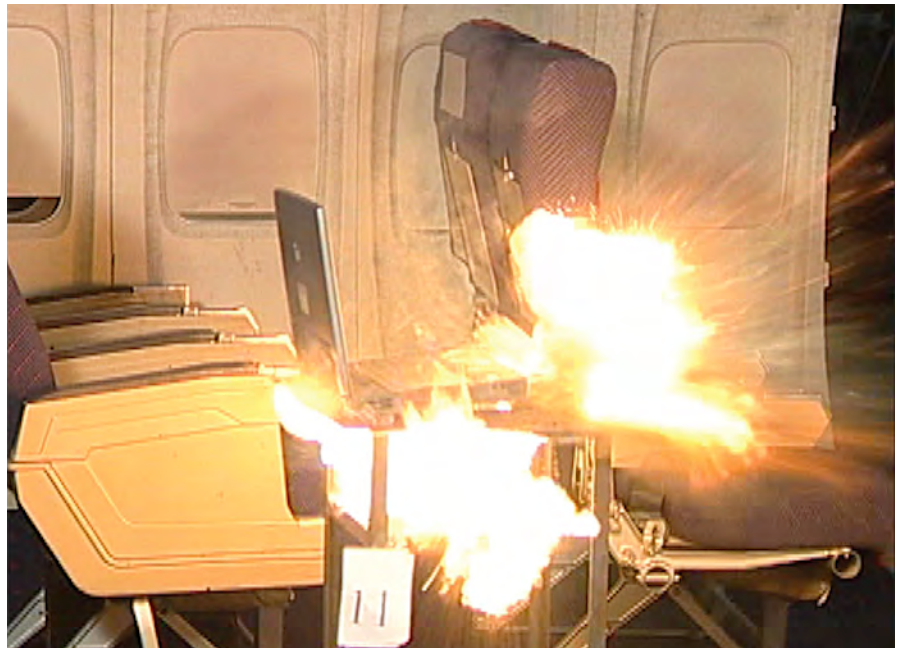
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5112 Greenwood Rd. Greenwood, IL

Lithium-ion Batteries; Fire Risk

One of the most dreaded in-flight emergencies is fire. Electrical fires come immediately to mind as they are the most likely type of fire to happen on an aircraft.

Pilots are taught how to fight fires but something has come along in recent years that has changed the rules for fighting electrical fires: the lithium-ion rechargeable battery. When a lithium battery cell goes into 'thermal runaway' at about 350 degrees Fahrenheit, often during charging, the cell can burst into flames followed by an explosion of burning lithium. To worsen matters, the burning cell can overheat adjacent cells (there could be six to nine cells in a laptop pack) causing a chain reaction.

The FAA grounding of the Boeing 787 fleet in January 2013 was due to lithium battery fires. In that airplane, the ship's battery is lithium, a big one. The FAA is also very concerned about the number of lithium batteries coming aboard airplanes today as nearly every passenger has a device containing a lithium-ion battery; laptop computers, tablets, digital cameras, smartphones – you name it. Even airline crew members with their digitized maps, charts and manuals



A still photo taken from the FAA's Extinguishing In-Flight Laptop Computer Fires shows that this is very serious business indeed!

are now carrying ebags instead of twenty five pound 'nav kits'.

The first rule of electrical fire fighting has not changed: remove the power source (charger) if possible and do not pick up the device but move people away from it. The old number one choice, Halon, will put out the fire but will not cool the battery which will probably reignite. The same goes for CO₂ and dry chemical. Water, believe it or not, is

the most effective way to cool a lithium-ion battery. Just pouring your bottle of Evian, or any non-alcoholic beverage all over the device will work. I had to see it to believe it; I did see it and so can you, at: <https://www.youtube.com/watch?v=vS6KA-Si-m8>. It's an FAA training video titled, "Extinguishing In-Flight Laptop Computer Fires."

Jeff Hill, Sr., Contributing Editor



7th Annual Galt Airport Flour Drop

By Rebekah Busse

Despite a slow start because of low ceilings in the morning and a rain delay in the early afternoon, the Flour Drop went on as scheduled on Saturday, August 23rd.

About sixty different individuals participated as bombardiers and we had a total attendance of about 150 people. If you didn't get a special edition Flour Drop shirt, you're in luck, we still have some available in the FBO.

Congratulations to the following:

1st Place and First Bullseye:

Susan Wingfield (Pilot: Dave Monroe)

2nd Place: Megan Hart (Pilot:

Dave Monroe)

3rd Place: Nick Rodemann (Pilot:

Zack Blackburn)



Megan Hart and Dave Monroe look pretty happy with their second place trophy.



The most coveted prize, the miniature bomb, for *The Most Spectacular Miss* went to Parker Johnston's grandson, **Jesse** (pictured above).

A big thank you goes out to everyone who helped to make the day a success; volunteers, pilots, bombardiers, and spectators!

If you have pictures from the event please send them my way, rebekah@galtairport.com.



The much-coveted Flour Drop trophies. These beautiful bomb-shaped trophies are hand made by Galt A&P, Brian Spiro, with assistance from Anna Cooper.



The flour bomb target with a surprising number of bombs in the inner circles. If you have participated in this event you know how difficult it actually is to hit the target!

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

- As altitude increases, the indicated airspeed at which a given airplane stalls in a particular configuration will;
 - Decrease as the true airspeed decreases
 - Decrease as the true airspeed increases
 - Remain the same regardless of altitude
- The angle of attack at which an airplane wing stalls will;
 - Increase if the CG is moved forward
 - Change with an increase in gross weight
 - Remain the same regardless of gross weight
- Ground effect is most likely to result in which problem?
 - Settling to the surface abruptly during landing
 - Becoming airborne before reaching recommended takeoff speed
 - Inability to get airborne even though airspeed is sufficient for normal takeoff needs
- Floating caused by the phenomenon of ground effect will be most realized during an approach to land when at;
 - Less than the length of the wing span above the surface
 - Twice the length of the wing span above the surface
 - A higher-than-normal angle of attack

5. What must a pilot be aware of as a result of ground effect?

- Wingtip vortices increase creating wake turbulence problems for arriving and departing aircraft
- Induced drag decreases; therefore, any excess speed at the point of flare may cause considerable floating
- A full stall landing will require less up elevator deflection than would a full stall when done free of ground effect

MYSTERY AIRPORT

Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below:

43N 31.3217
89W 46.2750

Send an email to Ed with your best guess at linejudge88@att.net.

Last month's mystery airport was Galesburg Municipal and four people identified this correctly; **John Rohlfing** from Downers Grove, **Walt Weidig** of McHenry, **Randy Seiler** from Hoffman Estates and our very own contributing editor, **Jeff Hill, Sr.**, from Woodstock.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.



Scan this QR code with your smartphone to see a 1955 video of "a revolutionary method of transporting freight by passenger plane."



Classifieds

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: editor@eaa932.org.

Answers to the questions:
(1) c, (2) c, (3) b, (4) a, (5) b.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We had another great month of flying in August, and our Flight Club has continued to grow every day. We would like to welcome JB's newest employee, CFII **Mike Nowakowski**, to our family as well. Mike will start instructing here in the beginning of September, and help us continue to grow our flight school and club. Welcome to Galt, Mike!

Speaking of our Flight Club, don't forget that the free membership to all Galt hangar tenants will expire at the end of this month. Many of you have already taken advantage of it, but if you haven't gotten a checkout in the 182, Citabria, or 172... now's the time! Please let me know when you're ready, and we'll get you in the air as soon as possible.

Hopefully you had a chance to read **Bill Miles'** article about the grass runway in last month's newsletter. The last few weeks of August brought us some nice, steady rain showers and it appears that all of the grass seed and fertilizer Bill has been diligently spreading has started to work! The runway is slowly transitioning to a new shade of green I've never seen before. It really looks nice. Well done, Bill. I can't wait to see what you'll come up with this Spring!

Finally, our work on improving the water drainage at Galt continued in August. You may have noticed the excavating that was done along the north side of the hangars, and south side of the taxiway. This was all done in order to help the water flow down to the pond (and off the airport) more efficiently. We have also used bales of hay on the north fence line to help slow the flow of water, as well as stopping the silt from traveling across and plugging up our culverts. So far, (fingers crossed) it appears to be

working really well. The last few rain showers cleared off the airport better than I have seen in a very long time. With any luck, we're getting the problem resolved for good. We'll continue to keep an eye on it, and will make steady progress until this issue is eliminated.

Flight School News

Congratulations to **Lori Bettendorf** on passing her Private Pilot Certificate check-ride. Instructor, **Justin Cleland**, CFI-I.

Congratulations to **Ian Barrett** on his first solo. Ian is also learning to fly with Galt's Chief Flight Instructor, **Justin Cleland**.



Guess me from behind! Sometimes it can be very difficult to tell Galt pilots apart especially when they conspire to coordinate their wardrobes. Can you name these two pilots? If you think you know who they are let me know at Editor@eaa932.org.

2014 FALL COLOR'S FLY-IN BREAKFAST

**Sunday, October 5
8:00am to Noon**

**Palmyra Municipal
Airport (88C)
Palmyra, WI**

**Menu: Pancakes, Sausage, Eggs
Coffee, Juice, Milk**

Adults: \$6.00

Children 12 & Under: \$3.00

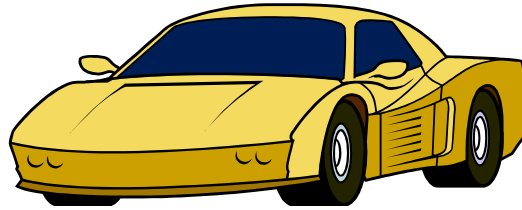


Sponsored by EAA Chapter 1177

The Crystal Lake Lions Club Invites You To Our Inaugural



Road



Rally

Theme: *"Fly The Friendly Skies"*

Saturday, October 25, 2014

Starting Time: 4:00pm

\$100 per Team (up to 6 on a Team)

Registration: Email Your Team name, mailing address
and members of your Team to:

mcortina@salawus.com

Mail Check (make out to Crystal Lake Lions), to Crystal Lake Lions Club, PO Box 48, Crystal Lake, IL 60039-0048.

*Additional Information: Starting location, Rally rules, suggested and required equipment, etc.
will be mailed to each fully registered and paid Team approximately 2 weeks prior to the Rally.*

Rally limited To 25 Teams. ONLY the first 25 PAID teams may participate.

EAA Chapter 932 News

Planes & Puppies

Saturday, September 13th

Volunteer Briefing and set up at 9:00 am

Event 10:00 am - 2:00 pm

Volunteers Needed

Please consider volunteering for this event. We will need a lot of help and it's a great way to promote aviation, Galt Airport and the EAA as well as getting to know other chapter members.

- Pilots
- Registration Clerks
- Photographers
- Dispatchers
- Ramp Safety
- Sim helpers
- Certificates/logbooks

Contact Ed Brown at (615) 542-2790 or youngeagles@eaa932.org

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members who all joined the chapter recently.

- Dick Ohman
- Ken Fotos
- Lynda Fotos
- Laura Kosmerl
- Mark Kosmerl
- Richard Kosmerl

These new recruits bring the total membership of the chapter to 105.

Where are the Chapter Meeting Minutes?

You might notice that we don't have any meeting minutes in this month's issue. Last month we didn't have a regular chapter meeting because our Young Eagles rally was held on our usual meeting day.

This month we chose to have another Young Eagles event instead of a regular business meeting again.

We will resume the normal chapter meetings in October.

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EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

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Galt Airport / EAA 932 Calendar of Events

- Sept 13** EAA Chapter 932 Planes and Puppies at Galt Airport (10C), 10:00 am - 2:00 pm.
- Sept 13** EAA Chapter 95 Young Eagles Rally at Morris Airport (C09).
- Sept 13** EAA Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK).
- Sept 14** EAA Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove Airport (C77).
- Sept 20** Springfield Flying 20 50th Anniversary and FAA Wings Seminar, Springfield (SPI) 9:00am - 3:00pm.
- Sept 21** EAA Chapter 241 Pancake Breakfast at Hinckley Airport (0C2).
- Sept 26** Illinois Fly Your Plane to Work Day
- Oct 4** EAA Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8).
- Oct 11** EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
- Oct 11** EAA Chapter 95 Young Eagles Rally at Joliet Airport (JOT).
- Oct 11** EAA Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK).
-

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyins.com>

<http://socialflight.com/index.php>

http://www.generalaviationnews.com/category/airshows_fly-ins/

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at

<http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information

Congratulations!



Illinois Department
of Transportation
Division of Aeronautics



AVGAS

Galt Tenant Price

\$5.40

(includes tax)

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sunday dsunday905@aol.com

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This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.

2014 Summer Calendar EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org